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NO. 15,063, 第三十六年五月第一日三月初六二十三號光 HONGKONG, MONDAY, JULY 23RD, 1906. 一月三十二年六月九百零一號香港 BONGKONG, MONDAY, JULY 23RD, 1906. 一月三十二年六月九百零一號香港 PRICE, \$3 PER MONTH.



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[30]

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**MARRIAGE.**  
On July 11th, at Shanghai, FREDERICK NEWMAN MATTHEWS to FLORENCE EMILY SLOPER.

**HONGKONG OFFICE:** 104, DES VŒUX ROAD C.  
**LONDON OFFICE:** 181, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JULY 23RD, 1906.

Times change—such an obvious truism is inassimilable—but there arise frequent occasions to doubt if we change so very much with them. Mr. C. M. Dyer's delightful reminiscences of the Model Settlement (just published by Messrs. CHAPMAN and HALL) start the reflection that though times have changed since 1870, and the conditions and circumstances of life in the Far East have grown more like them at Home, the men are much the same. The new suit does not make a new man. Last year's discoveries of papyri revealed the same fact, but it is more interesting to have it brought home to us in scenes where we are so often told that "it was very different in the old days". There is something delightfully "old-fashioned" about the diction of these simple memoirs, but they appear to us to reveal as faithfully the physiognomies of the *taipans* and the *bran-pidjins* of to-day. As a lad of seventeen, in a London office connected with the China trade, Mr. Dyer's income was barely £100 a year, and by the "strictest economy" he could not "make it do". That "griffin" of the late 'sixties exists still in the new century. The same disenchanted even then followed his dreams of the gorgeous East, although Mr. Dyer found Hongkong to be "hot and steamy, but picturesque and romantic". The sampan women in the harbour were not ill-looking (times have changed); but at Woosung "the view was the reverse of exhilarating". Perhaps

Hupsh has stopped minting copper cash.

At noon on Saturday the plague total stood at 875 cases.

We learn of the appointment of Wong Tai-kwan as Consul-General for China at Singapore.

H. E. the Governor has appointed Mr. Lam Tsui-ying to be a public vaccinator.

Sir John N. Jordan dined with the Chairman of the China Association before starting for Peking.

The Chinese Government is examining all its young men who have been educated abroad, with a view to getting capable officials.

Another currency peril is threatened. The Peking revenue authorities having been taking lessons from Japan in the art of printing paper money. They will very likely overdo it.

China's representative at The Hague conference is to be the Hon. John W. Foster.

The New Western Market has been established as a new market by order of H. E. the Governor.

Ko Yu-tung, a graduate from one of the military colleges in Japan, has been appointed Director of the Canton Military College.

The aggregate values of Japanese imports and exports from January 1st to June were Yen 223,023,165 and Yen 176,645,539, respectively.

The library of the late Mr. E. W. Little, editor of the *North-China Herald*, is offered for sale by tender. It is almost as valuable, bibliographically, as Mr. Morrison's.

The Rev. Mr. Pearce, of the London Mission Society, leaves for the North some time this week in connection with mission work. He will probably be away from the Colony for a couple of months.

A consignment of ten thousand cartridges for the Canton Military College has arrived. The Mitsubishi Bussan Kaisha have applied for permission to land the ammunition, as the order was broken through them.

Viceroy Shum has received a dispatch from the United States Consul-General informing H. E. that as he (the writer) had been transferred to Canton, the Consulate will remain in charge of the Vice-Consul until the arrival of his successor.

Another desire of the inhabitants of Shanghai seemed to be totally different from those I had known at home. It is possible that the ones I had met in London were somewhat I say, torn down; or it may be that their comparative scarcity was the cause of no great impression being made. But in Shanghai, the great number, the obtrusive accent or accents, and a certain assertiveness (not offensive), combined to give the sense of a pervading presence of the nationality. It seemed that, though they were denominated in China, their fast, so to speak, were on their native health. I do not intend by these remarks to say one word in disparagement of my countrymen in Shanghai; and another may be got here, meantime (lost words) we had already published the information given.

If the rumour that has reached us is true, it will be sometime yet before the new dock at the Navalized Extension is completed. It is stated that there is a big crack at the base of the dock which will take somewhere about eighteen months to repair. The work, we understand was passed by a Government Inspector, consequently the contractor will not have to make good the damage.

The team to represent the Victoria Recreation Club in the Water Polo competition are as follows:—A. Penn: J. Witchell, E. Humphries, L. E. Lummer, O. R. Chuyut, A. J. V. Ribeiro, J. M. Loza Pereira, A. H. Carroll. Reserves: M. A. R. Souza, C. M. S. Carroll, Alves, and W. Goggin. B. Team: N. H. Alves, C. Humphries, A. V. Barros, C. E. Hance, P. M. Remellos, H. C. Sayer, H. S. Holmes. Reserves: J. W. Baum, J. M. Lopez, and F. Jorge.

At the annual meeting of the Philharmonic Society it was decided to hold a concert in December and that the members taking part should begin to practice in October. Sir Francis Piggott, who presided, expressed his own and the Society's high appreciation of the services rendered by the conductor. It was Mr. Dunman Fuller who carried their last concert through with such great success (applause). Mr. Fuller in returning thanks reminded members of two great necessities: combination and loyalty to their conductor. So long as these were kept in view the Society would flourish and success would be assured. The meeting ended with votes of thanks to the retiring treasurer and the Chairman.

THE CANTON-HANKOW RAILWAY.

## JAPANESE ENGINEER.

Things are not working quite smoothly yet amongst the managers and the supporters of the scheme, and for the firmness of the Viceroy the whole business would soon fall through once more. From the tone of recent meetings it is evident the board of directors are anxious to get the work started so as to instil confidence in the hearts of the numerous small subscribers who are growing weary of the delay and who have lately expressed pretty truly their opinion of the matter. It is reported that the board contemplates the employment of a Japanese as engineer in chief, and at a banquet given on July 19th to a Japanese engineer by the railway authorities the preliminary arrangements are said to have been made. Owing to the numerous contradictory reports appearing in the various papers the Chinese have grown very reticent of late and it is very difficult to obtain reliable information.

A meeting, which was convened for the 21st instant has been postponed to the 29th proximo at the Viceroy's suggestion, so as to give time to subscribers abroad to appoint representatives to take part in the deliberations. The meeting will be held in the ex-governor's yamen.

## THE BOYCOTT MARTYR.

## FUNG HA-WAI'S REMAINS.

The principal charitable institutions at Canton have been advised by their Shanghai confreres that the remains of Fung Ha-wai (the boycott hero) were being shipped to Canton by one of the China Merchants' steamers, and requested to see that a suitable reception be prepared for their arrival. The boycott is practically extinct now, but the inflammatory speeches that are bound to be made at the ceremonies will perhaps stir the matter up again. The Viceroy would be wise in prohibiting any extraordinary demonstration. H. E. is more than usually occupied as it is, and can ill afford to see fresh troubles arise.

## TELEGRAMS.

## [DAILY PRESS] EXCLUSIVE SERVICE.]

## BIG FIRE IN DUNDEE.

## WATSON'S DISTILLERY LOSS.

## LONDON, July 22nd.

The loss by fire at Watson's Distillery, Dundee, is estimated at half a million sterling.

## NATAL REBELS YIELDING.

## LONDON, July 22nd.

The Natal rebels are surrendering freely.

## ANOTHER RUSSIAN CRISIS.

## AFFECTS MONEY MARKETS.

## LONDON, July 22nd.

A revolution is again expected in St. Petersburg.

There is a depression in the money markets of England and the continent in consequence.

## A MILLIONAIRE'S WILL.

## LONDON, July 22nd.

The late Mr. Alfred Betts has bequeathed £1,000,000 for education and charities in England, Germany and Africa, and £1,200,000 for the promotion of the Cape to Cairo railway.

## PEACE IN CENTRAL AMERICA.

## LONDON, July 22nd.

A treaty of peace between the warring Republics in Central America has been signed.

## BISLEY.

## LONDON, July 22nd.

The King's Prize has been won by Captain Davies of the 1st Middlesex Regiment.

## [REUTER'S SERVICE.]

## RUSSIA.

## LONDON, July 19th.

An attempt has been made to assassinate Count Tolstchen, the Tsar's A.D.C., near St. Petersburg. The assailant escaped in a boat waiting for him on the Neva.

The peasants burned fifteen properties in the immediate vicinity of the town of Vornesh on Sunday, in broad daylight. Owing to the strike of the Polish agrarian labourers, the harshest threats to perish.

A wholesale murder of policemen is going on in the province and the town of Lublin, ten policemen have been shot in the town.

## LONDON, July 20th.

A sensation has been caused in St. Petersburg by rumours that the Tsar has decided to close the Duma, if it issues a manifesto to the nation demanding the nationalisation of land; and that he has also arranged for an Austro-German armed intervention to suppress the insurrection. The latter report is officially denied in St. Petersburg and Vienna, but a dissolution of the Duma is generally considered imminent. The Constitutional Democrats have submitted a more moderate version of the manifesto, which the Duma is now discussing, in the hope of avoiding a conflict.

The Duma has adopted a manifesto to the people rejecting the agrarian programme of the Government and strongly favouring the expropriation of landowners. The Duma abominates the people to peacefully await the realisation of their (the Duma's) labours. This is considered to be a decisive challenge to the Government.

## THE EDUCATION BILL.

## LONDON, July 19th.

The Committee stage of the Education Bill is now concluded; but many important points will come up for discussion at the Report stage. It is expected that the measure will be finally disposed of by the 30th instant.

## RESULT OF THE ECLIPSE STAKES.

## LONDON, July 20th.

1.—Liangtiby.  
2.—Bapo.  
3.—Wombwell.

## THE LATE MR. BETTS'S WILL.

## LONDON, July 20th.

Mr. Alfred Betts's will gives £1,200,000 for the promotion of railways and means of communication in Rhodesia, German East Africa, Portuguese East and West Africa and other parts of the continent which the Cape to Cairo railway may traverse.

## CHRISTIAN SCIENCE.

## ITS LORDSHIP THE BISHOP'S VIEWS.

At St. John's Cathedral last evening his Lordship Bishop Hoare delivered an interesting sermon on "Jesus' Sickness and Christian Science", taking this text from Isaiah 38: 14. His Lordship said:—It is a remarkable feature of the present day that on all sides we see new sects springing up. Both in England and America, especially in the latter country, during the last fifty years, men and women have arisen, who have claimed to have received some special revelation, or to have made some new discovery with regard to religion. They have collected a few followers, and have formed sects. These sects have in many cases grown and, for a time at any rate, apparently prospered. Some it is true have already practically disappeared, but others have increased and have gained a large number of adherents. In considering these sects it is worthy of remark that many of them have based their claims to attention on one common feature, and that is on some particular theory of healing without drugs or surgical appliances. Names like "The peculiar people" in England, or "Dr. Dowis" in America, are probably fresh in the memories of many of you. We are apt to smile at the extravagance of such people, and to wonder at the success with which they gather adherents, and in some cases accumulate large sums of money. But I think that their success may be accounted for, partly by a natural revolt against the materialism of the age, the denial by many of the spiritual value of existence; and also partly by the fact that undoubtedly many people do recover from sickness without the use of medicines, and therefore those who claim to heal without the use of drugs will always be able to quote instances of such cases. Amongst these sects there is one of which we have heard much of late in Hongkong. Many of us have been more or less interested in what is called "Christian Science", which has recently been introduced into this Colony. Mrs. Eddy, the founder, is, as you know, an American. She professes to have made a "sacred discovery" and it is her work to make this discovery known under the name of "Christian Science". Her "Science" embraces not religion only, but the whole scheme of existence; but she like others finds it expedient to bring healing into prominence as a means of gathering adherents in the early stages of her work. She learned, she tells us, that this science must be demonstrated by healing, before a work on the subject could be profitably studied. But it seems to me, as I study her writings, that Mrs. Eddy's system must be distinguished from others in one important respect. Other systems of healing, even the more extravagant of them, are for the most part superstructures erected on the fundamental truths of Christianity; Chris. Sci. Science subverts or denies these fundamental truths. I am not unaware that it has been stated in Hongkong that it is possible to be a follower of Christian Science without altering one's relationship to the Christian Church. But such a statement must be based on a misconception either of what Christian Science teaches, or of what the Christian Faith really is. I cannot, of course attempt to discuss even in outline the whole system, but let me mention a few points on which Christian Science is in direct conflict with Catholic Christianity. Take for instance some of our XXXIX Articles. I quote them because, being based on scripture, they, at any rate the earlier ones, express precisely the Catholic Faith. An attempt has been made to assassinate Count Tolstchen, the Tsar's A.D.C., near St. Petersburg. The assailant escaped in a boat waiting for him on the Neva.

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The Duma has adopted a manifesto to the people rejecting the agrarian programme of the Government and strongly favouring the expropriation of landowners. The Duma abominates the people to peacefully await the realisation of their (the Duma's) labours. This is considered to be a decisive challenge to the Government.

LONDON, July 20th.

The explanation, which itself in Mrs. Eddy's book is sadly painful, but I must give it, is that she is a prophet. She says that she takes the inspired Word of the Bible as our sufficient guide to eternal life (p. 497). True, she uses the inspired word after a fashion of her own. She has no hesitation about altering or adding words to suit her own theories, as, for instance, in the text "we were reconciled to God by the (seeming) death of His Son" (p. 45); nor does she hesitate to close Jewish theology, which is embodied in the inspired word of the Old Testament, with "heathen mythology" (p. 466). But still, in theory at any rate, she appeals to the inspired word as authoritative. Let us therefore take the narrative of Hezekiah's healing, about which I was speaking two Sundays ago, and see what help, what spiritual gain, we can get from it as viewed in the light of Christian Science. Down to the passage, Isaiah, xxviii., "In these days" we read, "was Hezekiah sick unto death" v. 1, and from v. 21 we learn that he had a "cold" or "boil" as the word is translated elsewhere. This is a mistake, says Christian Science, "Man is incapable of sin, sickness, and death" (p. 475). "It is erroneous to believe in the existence of a tumour or a cancer" (p. 315). Hezekiah only thought that he had a boil; "the unfeeling seemed real to his human belief" (p. 472). I wish the prophet, however, came to him not as Christian Science would teach, to silently remove the patient as to his exemption from illness and danger" (p. 471), but to confirm his erroneous belief with the message from God—"Set thine house in order for thou shalt die and not live" (v. 1). What are we to say about this inspired prophet? The explanation, which itself in Mrs. Eddy's book is sadly painful, but I must give it. It was a prophet of the Lord, that is, of Jehovah. Now this term, which is used throughout the inspired scriptures of the Old Testament, is only used, we are told, when the true scientific statements of the scriptures become obscured, through a physical sense of God's finite and corporeal. In this follow idolatry and mythology" (p. 319). So Isaiah the prophet of Jehovah, whose glorious descriptions of the majesty of the infinite God, and denunciations of idolatry, are unsurpassed even in sacred literature, was but the ignorant messenger of what Mrs. Eddy calls "a finite and corporeal God". I almost shrink from pursuing the subject. You know how Hezekiah prayed, "God," says Mrs. Eddy, speaking of prayer, "is not moved by the breath of praise to do more than He has already done" (p. 2). Yet we read that the message came again to Hezekiah. "Thus saith the Lord, the God of David thy father, I have heard thy prayer, I have seen thy tears; behold I will add unto thy days fifteen years" (v. 5). Then Isaiah said: "Let them take a lump of figs, and lay it for a plaster upon the boil, and he shall recover" (v. 21). Again, according to Mrs. Eddy, Isaiah was in grievous error. "Drugs and hygiene oppose the supremacy of the divine Mind" (p. 324). "To employ drugs for the care of disease shows a lack of faith in God" (p. 319). But yet Hezekiah recovered; may more, he attributed his recovery directly to God's interposition. "What shall I say? He hath both spoken to me, and himself hath done it" (v. 15); "The Lord is ready to save me" (v. 20). What shall we say? "Drugs and hygiene oppose the supremacy of the divine Mind" (p. 324). "To employ drugs for the care of disease shows a lack of faith in God" (p. 319). But yet Hezekiah recovered; may more, he attributed his recovery directly to God's interposition. "What shall I say? He hath both spoken to me, and himself hath done it" (v. 15); "The Lord is ready to save

THE "SAINAM" PIRACY.  
[FROM OUR CORRESPONDENT.]

NINETEEN CAPTURES.

July 26th.

According to the latest information the dastardly outrage was the result of a carefully laid out plan. It appears that the pirates got information that a heavy shipment of treasure was to be made by the *Sainam* and had made up their minds to secure it. The gang embarked in three sections from three different places, the scouts embarking at this port, while the bulk went on board at Kaukong. It appears, however, that the pirates had been misled, for the treasure was to be shipped from Wuchow and not from Canton.

The authorities here have realized no doubt the seriousness of the affair and the officials have received the severest orders to arrest the criminals at once, under penalty of prompt punishment. As a result of their combined efforts I am informed that nineteen of them have already been captured, amongst them the pirates who took Capt. Joslin's ring. This man was arrested, it is said, as he was about to pawn the ring in one of the pawnshops in the western suburbs. Owing no doubt to extreme pressure H. E. the Viceroy appears to be determined to bring the whole gang to book. In China, where it is impossible for natives to pursue any calling without the knowledge of his neighbours, it is only a question of will on the part of the authorities to promptly arrest perpetrators of crime. The late Li Hung-chang had an expeditionary force dealing with this class of desperadoes. Strict orders were given to the authorities to instantly bring all lawless scoundrels on the riverside who could not give sound reference as to his calling, or a plausible excuse for his presence at a place where he had no apparent business to be. It was suggested at the time of the attack on a foreign houseboat in 1902 when two foreigners were wounded, that all those dragon-boats and dug-outs one sees flitting up on the riverside sometimes miles away from the nearest village, should be seized and only those who can justify boat-side trade ship, to be returned. The others to be burned. Apart from those used by fishermen four-fifths of these boats are used for unlawful purposes. Stations should be established on the river and connected by telephone, thus enabling in an emergency the neighbouring stations to cooperate in the capture of a gang of pirates for which the men on one station alone would be no match.

I am also informed that the officials have authorized the police to search all travellers' luggage, and in every case where a passenger is either unknown or looks suspicious the police are authorized to search the person as well.

## FIRST PROMENADE CONCERT.

If a good beginning counts, the Hongkong Volunteer Corps may expect another very successful series of promenade concerts. That given on Saturday night, on the Volunteer Parade Ground, had the invaluable assistance of the band of the 2nd Batt. R. W. Kent Rgt., which opened an exuberantly arranged programme with a selection from Mozart, Gunner Frank Austin's favorite solo, "I would I were a King", was followed by Mr. P. W. Goldring's robust tenor, "I care not if the cup I hold", both accorded to Sullivan. For encore Mr. Goldring sang a song which now seems to be recognised as his exclusively, "My love has come". Messrs. F. Carr and H. Monckhouse introduced more vivacity, by their spirit rendering of the humorous "Twain" duet and their equally professional finale, a sort of curtain-drop dance. They were encored, of course. Mrs. Maitland, who may be said to have enjoyed chief honours on this occasion, was repeatedly encored, "Awake" and "I know a lovely garden" being the titles of her first two numbers. The Band having as usual brought a little Wagner into their interior performances, and got their usual storm of applause, were followed by Mr. F. D. Thomas who sang Blumenthal's "My Queen". This gentleman has a chamber tenor of much sweetness, but scarcely strong enough for the open air. Mrs. Haleley was prevented from fulfilling her engagement, and there were no audience calls for Mrs. Maitland. "I met my love" eliciting an encore, she sang "The night has a thousand eyes". Mr. Sydney Moutrie, a new figure at these performances, has "music in his soul". His naturally good voice, and his very evident thorough training of it, enabled him to give a very feeling interpretation of Nicholl's "Devotion". For encore he sang a jolly little Irish song of courtship, possibly of his own composition. At any rate it was new. Mr. Moutrie, as part of his training, seems to have been warned against the stiff, wooden attitudes of many singers, and he goes a little too far toward the opposite extreme. The next performances, two "comedies" by Mr. G. W. C. Burnett, need little comment. The first, a burlesque of "Mary of Argyle", was laughable, but the second was perhaps a little too vulgar. The Band's closing piece, a triumphal march, was a very cheerful thing. [Contributed.]

## WEATHER REPORT.

On the 21st at 12.05 p.m.—The barometer has risen over E. Japan and the S. Philippines, and is little changed elsewhere. The depression is still lying across the N. part of the China Sea and the Pacific to the S.E. of Formosa. There is some evidence that it may become clearer to the S.W. of Formosa. Disturbed weather with strong N. and N.E. winds as indicated in the Formosa Channel and along the Northern shores of the China Sea. Forecast:—N. winds, equally, showery. Owing to the interruption of the cable, the Gap Rock observations are not available.

## THE CHINA ASSOCIATION.

## DISCUSSION OF WEST RIVER PIRACY.

## VICEROY SHUM DENOUNCED.

Companies to the Chamber of Commerce on September 19, 1902, requesting them to press for the opening of these ports. The outcome was that the Chinese authorities declared the ports open in January, 1903. The idea worked. Passengers of all nationalities travelled in safety under the British flag. Chinese banditti equally with foreigners in immunity from outrages then constantly being perpetrated on passengers travelling in Chinese launches or other native craft.

The outrages increased in number as it was predicted and things were in a bad way in the delta when the present Viceroy was appointed. When he passed through Hongkong on his way to assume office he had an interview with Sir Henry Blake, in which he undertook to make suppression of piracy one of his first duties. For a time people believed that he intended to fulfil his promise. He started his official career in Canton as a professed enemy to evil-doers of all sorts. Those interested in the development of the West River trade looked hopefully forward to the institution of a campaign having for its object the destruction of these villages which are practically robbers' strongholds, whose location in the lower reaches of the river and in the upper delta is well known. For a time the Viceroy maintained some reputation as a reformer. His name apparently inspired a certain salutary awe. Outrages decreased in number, while those that took place were confined, as during his predecessor's régime, to acts upon native craft. Unfortunately this satisfied him. Hence in his weakness, as long as the pirates confined themselves to small offences he confined himself to tinkering with the evil instead of honestly trying to root it out. Wrong-doers are quick to take advantage of slackness in those places in authority over them. Little by little the pirates gained confidence and their depredations assumed more ambitious shapes. A appetite grows by what it feeds on. The appetite of the more adventurous spirits grow until eventually small native craft were no longer large enough to satisfy it. The first symptom was an attack made near Wuchow in the latter part of last year, on a launch flying the British flag but with a Chinese crew, which made it evident that a new state of things had arisen. This incident was allowed to pass without any striking measures of retribution being taken to impress the perpetrators with the enormity of the crime. Indeed by this time the Viceroy's attitude to all representations of foreign rights had grown casual to a degree. Quite suddenly a new state of things had arisen. This incident was allowed to pass without any striking measures of retribution being taken to impress the perpetrators with the enormity of the crime. Indeed by this time the Viceroy's attitude to all representations of foreign rights had grown casual to a degree. Quite suddenly a new state of things had arisen.

The Chinese, in opening the proceedings, said—Gentlemen, in calling this meeting together your committee have no other motive than an earnest desire to strengthen the hands of those whose duty it is to assist in obtaining justice for a gross violation of the British flag, to bring to justice the perpetrators of a diabolical outrage, and to insist that in future the Chinese authorities responsible for the safety of traders on the West River shall be made to fulfil their repeated promises of providing a safe port. I am a believer in the friendly-watching theory of this Association. I consider it to be no part of our duty unnecessarily to worry British officials who are doing their utmost to further the interests committed to their care. As a rule, in my view, it is only incumbent on us to offer an opinion when looking at matters from a commercial standpoint, we are impressed by aspects possibly in danger of being obscured by considerations of a different order. On the subject which we are here to discuss it may seem to some of you inconceivable that there can possibly exist any difference between official and mercantile views. It may seem to you a matter of certainty that every British official concerned, high or low, at home and abroad, from the Secretary of State in London to the Vice-Consul at Canton, must set eye to those who are endeavouring mainly out of patriotic sentiment to develop the difficult, dangerous, and so far unprofitable carrying trade between Canton and Wuchow, in or near Wuchow and Hongkong. Your committee have every hope that this will prove to be the case. They hope that our authorities clearly perceive where the real responsibility rests, and they confidently anticipate the presentation of a united front and a firm attitude in fighting down the inevitable opposition of the Chinese authorities to our just demands. Nevertheless they consider it their duty to invite discussion on a resolution which I shall presently propose with a view to making the same perfectly clear. If we succeed in doing this we shall have done what is required of us by the objects of the Association. The first object of the Association is to represent and express the opinion of the British mercantile community. The circumstances leading up to the *Sainam* piracy demand such an expression of opinion. To understand and appreciate all the circumstances it is necessary to think back over a decade. No one who came only yesterday to China can possibly understand or appreciate these circumstances unless he is gifted with a quick imagination. With regard to the *Sainam* incident as an isolated event, those of us who were here when the West River was opened realize that it is nothing of the sort. We know that it is merely the natural outcome of events which have taken place since then—that it is simply the culminating point in a long series of incidents following one upon another in logical sequence. It would be tedious if I were to dwell in detail on all these incidents. Moreover, this does not permit it. Time only permits me to indicate briefly certain broad and significant aspects of the question. Broadly treated and briefly stated, the circumstances may be summarized thus. The West River was declared open to trade in June, 1897, by Imperial Edict. At first many difficulties were encountered. Ill-concealed regulations slating chancery, no lights, no lights and other similar inconveniences incidental to pioneering; but any danger existed of piratical attacks, and so the British flag was not reckoned with seriously. Those who went to Wuchow in those days over thought of it, any more than if the voyage had been to Macao. I was a nearly passenger. I remember the trip as if it had been in my yesterday. The idea of danger never entered my head. But in a little time things began to change for the worse. Chinese launches, then entering upon the trade, offered good places to the adventurous robbers and bases of piracy became frequent. Any one who cares to study the records of the Chamber of Commerce and the China Association or to consult the files of the local press will find that the position of the proper protection of the West River trade has been constantly recurring up to then. We who live here have cast in Hongkong during the period know it as men know the things that have become woven into their daily life. We need no records to remind us that during the period of Li Hung-chang's viscosity these attacks became of much less frequent occurrence, and that towards the end of it they had practically ceased. Li Hung-chang, in fact, put down piracy. I wish particularly to direct your attention to that fact. It is important inasmuch as it serves to make clear that in the hands of a strong administrator the thing can be done (applause). Again, no records are needed to enable me to recall the circumstances that after Li Hung-chang's departure these outrages were renewed. This is predicted by the Chairman of the Hongkong Branch of the China Association in his report dated May, 1899. There you will find these words: "A few months of feeble government on the part of Li Hung-chang's successor will again fill the river and its backwaters with pirates and robbers as numerous and audacious as ever." Li Hung-chang's successor proved to be feeble, with the result indicated. The pirates which occurred under his regime were, however, still confined to attacks on native craft. A noteworthy circumstance is that the then acting Viceroy appeared to believe that the British flag had still sufficient prestige in the eyes of the pirates to ensure its protection to passengers travelling under it. In support of this statement I may remind you that he went so far as to suggest to the British Consul in Canton that it would be desirable for the steamer company's vessels to call at the smaller ports, then unopened, in order that Chinese passengers might travel in safety. The result of this suggestion was a letter from the steamboat

companies along the river bank, will not do any permanent good, unless it is accompanied by the systematic destruction of the pirates' lairs—well known to the people of the district—and furthermore be followed up by the inauguration of an efficient service of property-marks and well-found steam cutters; not as at present, occasional launches lying idle at long distances apart with steam down and the crew asleep or gambling, living on wages most of which they do not get and taking up the differences by taking "bush money" from the pirates. This is the sort of thing which has brought about the present evil. And for this, as for everything else, the Viceroy must be held accountable (applause). It is clear that he has not seriously endeavoured to cope with the difficulties of the situation, for he has allowed matters to drift, and that he has altogether failed to fulfil the functions of his high office. He is the real culprit. On his shoulders the blampest and we should not rest until this has been made plain to him. Unless it is, the whole affair will soon be forgotten and the old evils will soon reappear. In saying this I speak with the confidence arising out of the knowledge that I am uttering, not merely my own convictions, but those of the leading members of the civil community; not only of the British mercantile community, but also of the heads of the mercantile houses of other nationalities who conduct business from Hongkong. Further, I make bold to say that these views are in consonance with those of every honest and law-abiding Chinese. Indeed, it is far more in their interests than in the interests of any foreigner that steps should be taken to eradicate these pirate pests and to re-establish law and order in the region of the delta where the Chinese are the chief sufferers from the law administration of which we complain. Life, property and a mercantile are alike unsafe and trade languishes in consequence. In the interest of every merchant, of every nationality, of every law-abiding Chinese, indeed, by some other valued friend, to-morrow perhaps even yourself if your duty calls you to these regions. Every day it is the poor Chinese who suffer in the hands of unstratified ruffians, and are we to sit quietly by and never move a hand to stem the torrent of misery and suffering that follows on the train of these atrocities against humanity? We are more than justified in calling upon our Government to redress these wrongs (applause). If diplomatic pressure has no effect on the Chinese Government in awakening it to the enormity of its guilt and to a sense of its responsibilities, then I have no hesitation in affirming that it becomes the duty of our Government to take the matter in hand and propose to the other Powers more immediately a concerted joint action in putting an end to a state of affairs which is a disgrace to civilization (applause). In claiming the right of security for life and property both for native and European alike, we are surely not asking too much. And if the Chinese Government admit their inability to provide that security upon which the highest form of human happiness and prosperity depends, then I conceive that they can no longer be treated by the usual diplomatic methods employed between civilized powers (applause). The British Government has always taken the lead in endeavouring to trust China as though she were a civilized power with the idea of helping her to become one, has always endeavoured to adopt a benevolent attitude towards the Court of Peking, with the result that there is no gratitude, no response, no radical change in the attitude of the higher officials towards us; indeed there is to-day rather a return to the attitude of 50 years ago, to the bad old days of Commissioner Yeh, in whose modern prototype, Viceroy Shum, very little difference seems to exist (applause).

The Hon. Mr. W. J. Gresson seconded the motion. He said—Mr. Chairman and Gentlemen.—We must all deplore the regrettable incident that has necessitated our meeting here to-day. The daring piratical attack on the *Sainam* has unfortunately resulted in loss of life, among the victims being a man who has placed his time and training at the disposal of the Chinese with the desire to alleviate their sufferings, and what is his reward? An untimely death, due to no steps being taken by the authorities, to patrol and police the waterway, or, as they may well be called, highways of the province. It is not for a matter of weeks or even months, but for years, that piracy has been rampant in what is generally called the Canton delta, indeed his knowledge of its existence has been openly admitted by the official responsible for the keeping of law and order, and it is almost incredible that no energetic steps have been taken to suppress the evil. You are well aware, gentlemen, that when foreigners act as pioneers in the shipping or any other trade, tending towards the development of the vast Chinese Empire, they do so under enormous disadvantages, in breaking down "old custom", and overcoming native susceptibilities. Nevertheless, lives and money are freely risked in the firm belief that they can claim and promptly receive the protection of the flag under which they are sailing (applause). The Chinese are not slow to recognize this fact, and it is in a large measure owing to the protection and fair treatment which they expect to receive that they patronise steamers trading under a foreign flag, in preference to those owned by their own countrymen, and with a feeling once gained experience teaches the advantages of conforming to Western customs. It is therefore evident that if this support be denied us, the risks will become so great that they must seriously interfere with our trade. 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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

One or two extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until demanded.

Telegraphic Address, PAPER CODES, A.B.C., 5th Ed.

Post Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

MITSU BISU GOSHU-KWAISHA.

## NOTICE.

DURING My Temporary Absence from this Port Mr. Y. SHIBUYA will take charge of the Office of the above named Company.

T. MATSUKI, Manager.

Hongkong, 21st July, 1906. [1451]

## WANTED.

EUROPEANS with a knowledge of Chinese Dialect. Applications to be made in Writing, stating previous occupation and terms, to—

"R. D. H." Care of "Daily Press" Office, Hongkong, 23rd July, 1906. [1452]

## NOTICE.

SEALED TENDERS will be received at the COLONIAL SECRETARY'S OFFICE until Noon of THURSDAY, the 26th instant, for the LETTING of the OLD HARBOUR OFFICE from the 1st August, 1906, and to 31st December, 1907, subject to the conditions published in the Government Gazette (Notification No. 615, 19/7/06).

Each Tender should bear on the cover the words "TENDER FOR LEASE OF OLD HARBOUR OFFICE."

The Government does not bind itself to accept the highest or any tender.

Forms of Tender and Further Particulars can be obtained from the PUBLIC WORKS DEPARTMENT.

W. CHATHAM, Director of Public Works.

Public Works Department.

Hongkong, 21st July, 1906. [1453]

## NOTICE.

PARTICULARS AND CONDITIONS of Sale of the right of erecting and maintaining a permanent PIER over Crown Foreshore opposite Queen Victoria Street, (Pier Site No. 1), to be held at the Office of the PUBLIC WORKS DEPARTMENT by order of His Excellency the Governor, THIS DAY (TUESDAY), the 23rd day of July, 1906, at 3 p.m., for a term of 5 years commencing from 1st day of January, 1907.

1. PARTICULARS OF THE PIER.

No. 1 Position Largest Upward Sale 1 Opposite Queen Victoria Street [1454]

## FOUNDED.

AN IRISH TERRIER BITCH, licensed No. on Collar 45. Owner can have surety on application to the undersigned and on paying the cost of advertising.

H. W. LOOKER, Hongkong, 21st July, 1906. [1458]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

CONSIGNEES WANTED.

EX S.S. "PRINZESS ALICE" From KOBE.

Arrived 7th November, 1905.

N 1.3 18 Chks PROVISIONS.

4/5 5 Cases CANNED GOODS.

6.7 4 Cases CURIOS.

EX S.S. "ZIETEN" from COLOMBIA.

Arrived 31st January, 1906.

M. 15 Cases TEA.

6 Cases COFFEE.

S. EX S.S. "ZIETEN" from YOKOHAMA.

Arrived 27th February, 1906.

THOMAS B. LAWLER: 1 Chks SILK SCREEN

EX S.S. "ZIETEN" from ADEN.

Arrived 5th June, 1906.

Through Cargo or ss. "KONIG" from Mombassa.

H. C. 100 Bags CHILLIES.

For delivery apply to:

NORDDEUTSCHER LLOYD,

MELCHERS & CO., Agents.

Hongkong, 20th July, 1906. [1460]

SS. "LAISANG" GENERAL AVERAGE

ARRIVED HONGKONG FROM CALCUTTA, PERNANG AND SINGAPORE, 5th December, 1905. ON FIRE 29th November, 1905, between Singapore and Hongkong.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & CO., Hongkong, General Managers, IND.-CHINA S.N. CO., Ltd., before 31st July, 1905, otherwise they will not be recognised.

Hongkong, 16th July, 1906. [1421]

## NOTICE.

WE have this Day Authorized Mr. W. LORENZO BORELLO to sign our Form for Procurement.

V. P. MUSSO & CO.

Hongkong, 4th July, 1906. [1360]

## NOTICE.

WE HEREBY beg to Notify our Customers that WE CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of our accounts, AND OUR SHERIFFS HAVE BEEN INSTRUCTED to ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LTD.

Hongkong, 4th July, 1906. [1361]

## PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 10th instant to the 25th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOVER, Secretary.

Hongkong, 10th July, 1906. [1399]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six Months ending 30th June, 1906, will be payable on the 25th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 25th instant (both days inclusive).

By Order of the Board of Directors,

A. SHELTON HOOVER, Secretary to the

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

General Agents for the

WEST POINT BUILDING CO., LTD.

Hongkong, 13th July, 1906. [1415]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Voeux Road Central, Victoria, Hongkong, on TUESDAY, the 31st day of July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905—will be submitted for Confirmation as Special Resolutions.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LTD., of the other part, are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the PEAK TRAMWAYS CO., LTD., of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorised pursuant to Sections 21 and 22 of the Company's Ordinance 1885 to enter into an Agreement with the said PEAK TRAMWAYS CO., LTD., in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 16th July, 1906.

JOHN D. HUMPHREYS & SON,

1422 General Managers.

HONGKONG ICE COMPANY, LTD.

NOTICE.

"BROOKHURST" PEAK, Newly Painted

and Colour-washed, with use of

Tennis Courts, containing 6 Rooms. Splendid

site and well suited for a Bachelors' Mess.

2ND FLOOR in Central position, containing

Four Large Rooms, Anti-room and Lavatory,

with use of Electric Light.

ONE SHOP at BEACONSFIELD

ARCADE.

HOUSES on the ROBINSON ROAD LEVEL,

Cheap Rents.

35, WYNDHAM STREET.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Building.

Hongkong, 1st Jun., 1906. [1193]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date suitable for Offices.

Anyone disposed to offer for the same please apply to—

C. H. GRACE,

Secretary.

Hongkong, 28th May, 1906. [1156]

TO LET.

THREE ROOMS in PRAYA EAST.

GOUDWINS, Kowloon.

Apply to—

HUMPHREYS ESTATE &

FINNCE CO., LTD.

Agents.

Hongkong, 4th April, 1906. [399]

TO LET.

NO. 10, KENNEDY ROAD, a European

Residential House, with Dining Room,

Bedrooms; detached Servants' Quarters, Gas

Light throughout. Situated in a lovely and

shady locality. Terms moderate. Immediate

possession.

Apply to—

COMARDORE,

Tai Kok.

Hongkong, 10th July, 1906. [1390]

TO LET.

THE ACACIAS" and "THE

GROVE" having 26 Rooms, with

detached Out-House and Kitchens, situated

in R. Bonham Road, Kowloon.

Well ventilated, with Electric Lights and

Bells completely installed.

Apply to—

E. M. HAZELAND,

No. 31, Queen's Road Central,

or in

WING-ON, Contractor,

No. 31, D'Aguilar Street.

Hongkong, 10th July, 1906. [1236]

TO LET.

POSSESSION FROM 1ST JULY, 1906.

NO. 13, GAGE STREET, 8-Roomed House,

with a Godown.

Apply to—

E. A. & C. F. DE CARVALHO,

14, Arundel Road.

Hongkong, 18th June, 1906. [1270]

TO LET.

NO. 3, "FAIRVIEW," ROBINSON ROAD

Kowloon.

"

INTIMATION.

S. MOUTRIE  
& CO., LTD.  
HONGKONGSHANGHAI THENTSIN  
HAVE JUST RECEIVED SHIPMENT  
OF THEORCHESTRELLE CO'S.  
ERIOLA PIANO  
PLAYER.  
ESPECIALLY CONSTRUCTED & GUARANTEED  
FOR THIS CLIMATE.

The most perfect Piano Player as yet invented.

It has a delicacy of touch only equalled by the World's most famous Pianists and its expression leaves nothing to be desired.

PRICE \$125.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.  
York Building, Chater Road,  
Hongkong, 17th May, 1906. 1527

## NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMIA." Captain O. Müller, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any cargo impeding our discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th July will be subject to re-req.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th July, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.  
Hongkong Office, 1527.

BOSTON STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "SHAW MUN." FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected as in any case whatever.

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 17th July, 1906. 71

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUFTPOLD," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day.

No Chains will be admitted after the Goods have left the Godowns, where they will be examined on Tuesday, the 24th July, at 9.30 A.M.

All Claims must reach us before the 30th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 17th July, 1906. 15

VISITORS TO CANTON.  
Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."CAPTAIN C. V. LLOYD (s.s. "HANKOW")  
With Illustrations, Maps and Plans.

Price ..... \$1.00

On Sale at—  
Hongkong: "DAILY PRESS" Office,  
MESSRS. KELLY & WALSH.  
Canton: MESSRS. W. BEEWER & CO.  
Hongkong, 4th October, 1903.Abbey's  
Effer-  
vescent Salt

If your Head aches, if your tongue is coated and your mouth tastes bad, if you feel nauseated on rising, if you are constipated, it means that your stomach is wrong and you need Abbey's Salt, and need it badly.

Nothing so bad for your health as a disordered stomach, nothing so good for a disordered stomach as Abbey's Salt.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Perfume Saline Co., Ltd., 446 Queen Victoria Street, London, E.C. 1903-4

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M. and from Macao at 2.30 P.M.

FARES.—(Week days) 1st Class (including cabin and servant), Single \$1, Return Ticket \$1. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates:

SUNDAYS ONLY:	
1st Class, Single.....	\$1.00
With Cabin.....	\$2.00
1st Class, Return.....	\$2.00
With Cabin.....	\$3.00
3rd Class, Single.....	50 Cts.
Return.....	60 Cts.

Steerage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is fit throughout by Electric light. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON &amp; CO.,

2nd Floor, 16, Victoria Street,  
Hongkong, 22nd June 1906. 21MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.CODE WORD: "DOCK"  
A. B. C. and Engineering Code Used  
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length..... 722 feet,  
Length on Blocks..... 714 .....Width of Entrance on Top..... 964 .....Width of Entrance on Bottom..... 984 .....Water on Blocks at Spring Tide..... 344 .....Water on Blocks at High Tide..... 344 .....DOCK No. 1.Extreme Length..... 523 feet,  
Length on Blocks..... 513 .....Width of Entrance on Top..... 88 .....Width of Entrance on Bottom..... 77 .....Water on Blocks at Spring Tide..... 264 .....DOCK No. 2.Extreme Length..... 371 feet,  
Length on Blocks..... 351 .....Width of Entrance on Top..... 66 .....Width of Entrance on Bottom..... 53 .....Water on Blocks at Spring Tide..... 22 .....PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "GULLA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear always ready.

Short Notice. 1175

AUTOMATIC MAUSER  
PISTOLS.CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN &amp; CO.

Hongkong, 3rd October, 1906. 45

A. LING &amp; CO.,

FURNITURE STORE.

PLATE, GLASS AND CROCKERY

WARE, &amp;c., FADED AND

QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1906. 1902

How to be BEAUTIFUL. Keep your complexion, Mrs. Ellen's Crème Charnier, Lait Charnier and Special Skin Tonics and Poudre Charnier will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson &amp; Co., Ltd. Sole Agents.

731

## HONGKONG GYMKHANA CLUB.

## FOURTH GYMKHANA.

The fourth meeting of the Gymkhana Club was held at Happy Valley on Saturday afternoon, when the officials of the Club discharged their duties with the same zeal as heretofore and the racing was as good as usual. There was a decrease, however, in the attendance, probably due to the heat of the day and other attractions.

Judging by Purse-Mutuel payments, which were larger than usual, the results of a few of the races came as a surprise to even those who make it their business to attend training. In the weller race, which by the way was not a good one, Mr. Maxon's J. J. paid a dividend of \$84.80; Preston in the hurdle race paid \$81, while \$22.00 was paid on Highland Gillie in the mile and a quarter. The "Challenge" Cup was a disappointing race, as only two ponies faced the starter, Blue Nile securing an easy win. Mr. Hughes had a fall in the weller race, but fortunately was not seriously injured.

H. E. the Governor was present, and in his party were Sir Francis Pigott, Colonel Darling and a number of ladies. The sitting accommodation on the flat was well filled, and the gymkhana committee had thoughtfully erected a bamboo canopy over it which protected the occupants from the sun. The hand of the West Kents, under Bandmaster McElvie, played during the afternoon.

Results were:

One Mile and a Quarter Flat Race, Handicap.

Mr. D. Macdonald's Highland Gillie, 1st. 10st. 11lb. (Mr. Dupree) 1

Mr. W. G. Clarke's Lashmore, 10st. 10lb. (Mr. Dupree) 1

Mr. O'Flynn's Red Herring, 10st. 7lb. (Mr. Master) 2

Mr. W. G. Clarke's Pathan, 10st. 11lb. (Owner) 3

Father O'Flynn's Merrymite, 10st. 10lb. (Mr. Grosson) 0

Mr. F. H. Hickman's Rosemary, 1st. 10lb. (Mr. Wilkin) 0

Mr. A. C. Hynes' Inget, 10st. 10lb. (Mr. Brunt) 0

Mr. D. Macdonald's Highland Ruler, 10st. 9lb. (Mr. Gegg) 0

Atter several false starts this field of seven got away in a bunch. Highland Ruler taking the lead as the foot-ball stand was passed. He was supplanted by Pathan, who made the running going up in the incline. Passing the village Inget headed the field but fell out in the home run. Dupree kept Lashmore well in hand until the straight was entered. Then he gave the pony's head and it rapidly ran on the leaders, racing past the winning post a length in the van. Red Herring just managed to beat Pathan for second place, time 1 min. 33. 2.5 sec. Lashmore paid a dividend of \$17.50.

Hurdle Race. For China Ponies. Distances about One Mile and a Quarter.

Mr. G. K. Hall Bratt's Preston, 10st. 13lb. (Mr. Brunt) 1

Mr. W. J. Grosson's Glenburn, 10st. 11lb. (Mr. Brunt) 1

Mr. W. J. Grosson's Eager, 10st. 8lb. (Mr. Josling) 3

Commander H. D. Wilkin's Linkman, 10st. 8lb. (Owner) 0

Glenburn led at the start and took the first hurdle. Eager following in his wake, while Preston and Linkman ran neck and neck some distance behind. Eager drew level with Glenburn and the field ran in pairs until the straight was entered. Then Preston's rider showed what that pony could do. Although some distance behind Preston was allowed a free run and urged on with the whip, he responded gallantly, overtook the leaders, and raced home with a length to spare. Glenburn was second and Eager third. The Purse paid a dividend of \$31.

Hurdle Race. For China Ponies. Distances about One Mile and a Quarter.

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Mr. W. J. Grosson's Glenburn, 10st. 11lb. (Mr. Brunt) 1

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Hurdle Race. For China Ponies. Distances about One Mile and a Quarter.

## SHIPPING.

## ARRIVALS.

AKASHI MARU, Japanese str., 975, K. Obata, 22nd July—Amping, Amoy and Swatow 21st July. General, British str., 2,631, E. Foy, 22nd July—Calcutta 20th July, Pemang 12th and Singapore 7th, General, David Sasseon & Co.

ANTARE, British cruiser, 1,610, C. L. Vaughan, Lee, 22nd July—Shanghai 19th July.

DAHNE, German str., 1,251, E. Schipper, 1st July—Cleethor 16th July, General, Hamburg-American Line.

HONGKONG, French str., 712, A. Suzzoni, 21st July—Haiphong and Hallow 20th July, General, A. E. Marly.

KASHING, British steamer, 22nd July, from Canton.

KIKIANG, British steamer, 21st July, from Canton.

KWEITOW, British str., 1,215, G. Hooker, 21st July—Tientsin 9th July, General, Butterfield & Swire.

KWINGANG, British str., 1,428, W. P. Baker, 30th July—Shanghai 17th July and Swatow 21st July, General, Jardine, Matheson & Co.

LARON, Norwegian str., 2,011, A. P. Olsen, 22nd July—Moj 15th July, Coal, Augard, Thomas & Co.

LOWTHIER CASTLE, British str., 2,651, W. Lightoller, 21st July—Amoy 20th July, General, Dodwell & Co.

MEYNI, German str., 1,257, F. Natzins, 21st July—Bangkok 13th July, Rice and General, Shafer, Wieder & Co.

MIZUZU MARU, Japanese str., 1,689, J. A. Medlin, 21st July—Amping and Swatow 20th July, General, Osaka Shosen Kaisha.

MATTHEWS, German str., 833, N. S. Solheim, 20th July—Moj 15th July, Coal—Jelboen & Co.

MEYNI, Chinese str., 1,615, Mc Arthur, 21st July—Shanghai 18th July, General, Chinese.

MEDDLES, British str., 2,900, J. S. McGregor, 21st July—Yokohama 11th July, General, British Admiralty.

SELENA, Russian str., 2,101, Kakin, 21st July, General, 11th July, General, Bradley & Co.

TANOSHIMA MARU, Japanese str., 3,216, T. Oh, 21st July—Kuching 16th July, Coal—Mitsui Bisan Kaisha.

PRINCE, German str., 675, Kayser, 21st July—Haiphong 16th July and Hallow 20th July, General, Dodwell & Co.

WANDOWORTH, British str., 2,052, Thomas, 21st July—Moj 15th July, Coal, Dodwell & Co.

## DEPARTURES.

AERIAL DUCHESS, French str., for Shanghai.

AUSTRIA, American str., for Shanghai.

DAVAO, American str., for Seattle.

DAVAO, German str., for Yokohama.

KWANGTUNG, Chinese str., for Shanghai.

NORDEN, Danish str., for Singapore.

REED, British str., for Manila.

SHASSI, British str., for Kolo.

SHASSING, British str., for Shanghai 21st July.

ACHILLES, British str., for Shanghai.

AMID, German str., for Haiphong.

BEN NEVIS, British str., for Newcastle.

CHIPEMING, British str., for Tientsin.

CHOYANG, British str., for Shanghai.

KNUVSENG, German str., for Hongkong.

FRUITFUL, Norwegian str., for Coast Ports.

HAWAII, British str., for Coast Ports.

KWEICHOW, British str., for Canton.

KWONGSHAN, British str., for Canton.

PROGRESS, German str., for Kwangtung.

SELENA, Russian str., for Singapore.

PERIGEE, British str., for London.

## SHIPPING REPORTS.

The British str. *Mesopot.* Fresh to moderate, northerly wind and fine weather.

The British str. *Wreath* reports: Light variable winds, smooth sea, fine and clear.

The British str. *Albion* reports: Light to moderate E.N.E. winds and fine weather.

The Chinese str. *Mesopot.* Light to moderate N.E. wind and fine weather throughout.

The Japanese str. *Takao*, *Mesopot.* Moderate northerly prevailed throughout the voyage.

The British str. *Another Castle* reports: Strong N.E. winds and fine weather, mod to rough sea.

The Norwegian str. *Labor* reports: Across Gotu Island E. and N.E. wind, strong with heavy sea.

The British str. *Antares* reports: Strong S.W. winds to the Paracels, fresh winds from thence to port, dull overcast weather throughout with rain.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

ERNEST SIMONS, Captain Bourdon, will be despatched for the above Ports on or about MONDAY, 23rd inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 17th July, 1906.

## NISSON YUSEN KAISHA.

## HONGKONG-SWATOW-BANGKOK LINE.

## FOR BANGKOK (DIRECT).

## THE Chartered Steamship

PROMETHEUS, Captain Cornishman, will be despatched as above on THURSDAY, 26th inst. at 4 P.M. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 23rd July, 1906.

## NISSON YUSEN KAISHA.

## HONGKONG-SWATOW-BANGKOK LINE.

## FOR BANGKOK VIA SWATOW.

## THE Chartered Steamship

PHOTHEUS, Captain N. C. Krabbe, will be despatched as above on THURSDAY, 26th inst. at 4 P.M. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 23rd July, 1906.

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FOR AMOY, STRAITS AND RANGOON.

## THE Company's Steamship

ZAIDA, Captain A. M. I. inst. will be despatched as above on THURSDAY, the 26th inst., at DAYLIGHT. For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 19th July, 1906.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "B." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "Y.W." together with the number denoting the section.

## SECTION.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION VESSEL'S NAMES FLAG & RIG BERTH CAPTAIN FOR FREIGHT APPLY TO TO BE DESPATCHED

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANIA	Brit. str.	—	P. & O. S. N. Co.	On 28th inst. at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	1 m.	P. & O. S. N. Co.	About 1st Aug.	
PINGSEY	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 31st inst.	
ORESTES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.	
ACHILLES	Brit. str.	—		BUTTERFIELD & SWIRE	On 29th Aug.	
FRENCH	Brit. str.	—		MESSAGERIES MARITIMES	To-morrow, at 1 P.M.	
TONKIN	Brit. str.	—		MESSAGERIES MARITIMES	On 1st Aug. at Noon.	
BATEEN	Brit. str.	k. w.		MELCHERS & CO.	To-morrow.	
SCHWARZBURG	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 7th Aug.	
ALBESIA	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 21st Aug.	
SPEZIA	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 29th Sept.	
SENEGAMBIA	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 30th Aug.	
ALONIUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 15th Aug.	
KINA	Dana str.	—		MELCHERS & CO.	On 2nd Aug. P.M.	
CHINA	Aus. str.	—		SANDER, WIELER & CO.	On 4th Sept.	
SILESIA	Brit. str.	k. w.		HAMBURG-AMERIKA LINIE	On 18th Sept.	
SCANDIA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 20th Aug.	
TYDEUS	Brit. str.	—		ARNHOLD, KARBERG & CO.	About 23rd inst.	
JESERIC	Brit. str.	—		STANDARD OIL CO.	About 24th Aug.	
HUDSON	Brit. str.	—		DODWELL & CO., LTD.	About 25th inst.	
LOWTHIER CASTLE	Brit. str.	—		SHewan, TOME & CO.	About 26th Aug.	
JOHN HARDIE	Am. str.	—		CARLOWITZ & CO.	About 25th Aug.	
ALBENGA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 8th Aug.	
EMPEROR OF CHINA	Brit. str.	1 m.		DODWELL & CO., LTD.	On 27th Inst.	
TARTAR	Brit. str.	—		BUTTERFIELD & SWIRE	On 4th Aug.	
SHAWMUT	Brit. str.	—		PORTLAND & ASIATIC S. S. CO.	On 14th Aug., at Noon.	
TELENACHUS	Brit. str.	—		YOKO KESEI KAISHA	About 15th Aug.	
ABAMA	Brit. str.	—		MELCHERS & CO.	To-morrow, at Noon.	
KASIO MARU	Jap. str.	—		GIBB, LIVINGSTON & CO.	On 28th inst., at Noon.	
PRINZ SIGISMUND	Brit. str.	—		BUTTERFIELD & SWIRE	On 11th Aug.	
EMPIRE	Brit. str.	1 m.		MELCHERS & CO.	On 1st Aug.	
TAIWAN	Brit. str.	—		SHewan, TOME & CO.	On 4th Aug.	
WILLEHAD	Brit. str.	—		P. & O. S. N. CO.	On 25th Aug.	
DAKOTA	Brit. str.	—		OSAKA SHOSEN KAISHA	To-morrow, at Noon.	
JAVA	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 25th inst.	
MAIDZUJI MARU	Brit. str.	k. w.		BUTTERFIELD & SWIRE	On 25th inst.	
DAPHNE	Brit. str.	—		SEESSEN & CO.	Quick despatch.	
TAIWAS	Brit. str.	—		TOYOKI KESEI KAISHA	To-day.	
ITAKA	Brit. str.	—		SHewan, TOME & CO.	About 23rd inst.	
KIUKIANG	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow, at Noon.	
ERNEST SIMONS	Brit. str.	—		MESSAGERIES MARITIMES	On 25th inst.	
SOSHU MARU	Jap. str.	—		OSAKA SHOSEN KAISHA	On 25th inst.	
KASHING	Brit. str.	—		BUTTERFIELD & SWIRE	On 25th inst.	
KWONGSHAN	Brit. str.	k. w.		JARDINE, MATHESON & CO.	On 25th inst.	
SAXONIA	Brit. str.	—		P. & O. S. N. CO.	On 27th inst.	
SIBERIA	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 27th inst.	
SILESIA	Brit. str.	—		MELCHERS & CO.	On 28th inst.	
AKASHI MARU	Brit. str.	—		HAMBURG-AMERIKA LINIE	On 28th inst.	
ZAIDA	Brit. str.	—		PORTLAND & ASIATIC S. S. CO.	On 28th inst.	
KWEICHOW	Brit. str.	—		YOKO KESEI KAISHA	On 28th inst.	
TAMING	Brit. str.	—		BUTTERFIELD & SWIRE	On 28th inst.	
LOONGSAM	Brit. str.	—		JARDINE, MATHESON & CO.	On 28th inst.	
ZAFIRO	Brit. str.	—		BUTTERFIELD & SWIRE	On 28th inst.	
SUNGXIANO	Brit. str.	—		SHewan, TOME & CO.	On 28th inst.	
PROTEUS	Brit. str.	—		NIPPON YUSEN KAISHA	On 28th inst.	
KUMSANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 28th inst.	
TIJUPANAS	Brit. str.	—		JAVA-CHINA-JAPAN L. J.	On 28th inst.	

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN,  
DJIBOUTI, EGYPT,  
MARSEILLES, LONDON,  
HARVEY, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA PORTS.

## THE Steamship

"TONKIN," Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M.

This Steamer connects at Colombo with the Australian Line as *Australia*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "ARMAND BEHIC" ... 7th Aug.

S.S. "ERNEST SIMONS" ... 21st Aug.

S.S. "CALEDONIAN" ... 24th Sept.

S.S. "POLYNESIEN" ... 18th Oct.

S.S. "SALAZIE" ... 2nd Oct.

G. DE CHAMPEAUX, Agent.</p

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## JOINT SERVICES.

PORT-NIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ALCINOUS"	On 26th July.
GLASGOW and LIVERPOOL	"DOMED"	On 2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.
GLASGOW and LIVERPOOL	"PELEUS"	On 9th August.
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August.
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August.
GLASGOW and LIVERPOOL	"CYCLOPS"	On 23rd August.
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 30th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August.
HOMEBWARDS.		
London, Amsterdam and Antwerp	"PINGSUEY"	On 31st July.
London, Amsterdam and Antwerp	"ORESTES"	On 11th August.
Genoa, Marseilles and Liverpool	"TYDEUS"	On 20th August.
London, Amsterdam and Antwerp	"ACHILLES"	On 28th August.
Hague, Rotterdam and Liverpool	"ALCINOUS"	On 30th August.
* Taking cargo for Liverpool at London rates.		

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO-	"TELEMACHUS"	On 4th August.
HAMA	"BELLEROPHON"	On 1st September.
WESTWARD.		
PAUOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	On 15th August.
For Freight, apply to—		

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 9th July, 1906.

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 24th July, 3 P.M.
SHANGHAI	"KWONGSANG"	Wednesday, 25th July, 4 P.M.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang &amp; Yangtsze Ports.

For Freight or Passage, apply to JARDINE, MATTHESON &amp; CO., GENERAL MANAGERS, [18] Hongkong, 29th July, 1906.

IMPERIAL GERMAN MAIL LINES.  
NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR &amp; SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

STEAMER	WEDNESDAY	1st August
PRINZ REGENT LUFTPOLD	WEDNESDAY	15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	29th August
SACHSEN	WEDNESDAY	12th September
PRINZ HEINRICH	WEDNESDAY	26th September
GNEISENAU	WEDNESDAY	10th October
PRINZ LUDWIG	WEDNESDAY	24th October
PRINZESS ALICE	WEDNESDAY	7th November
PREUSSEN	WEDNESDAY	21st November

ON WEDNESDAY, the 1st day of AUGUST, 1906, at NOON, the Steamship "BAYERN" Captain H. Formes, with MAIL, PASSENGER, SPECIES, and CARGO, will leave this port as above.

Shipping Orders will be granted till NOON, on MONDAY, the 30th July. Cargo and

Passenger will be received on board until 5 P.M. on TUESDAY, the 31st July, and parcels will be received at the Agency's Office until NOON, on TUESDAY, the 31st July.

Contents of Packages are required. No Purse Receipts will be issued for less than \$2.50, and parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR: 261.00 242.00 232.00

return 91.00 63.00 33.00

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG: 65.00 44.00 24.00

return 97.00 66.00 36.00

TO NEW YORK VIA SUEZ: 64.00 44.00 26.00

via NAPLES, GENOA OR GIBRALTAR: return 115.00 70.00 47.00

via BREMEN OR SOUTHAMPTON: 68.00 46.00 27.00

return 123.00 83.00 49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo and the cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to Europe and New-York are entitled to travel by the N. D. L. Mediterranean Steamer from ALEXANDRIA, to Naples or Marsella instead of using an Imperial Mail Steamer from PORT SAID.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KUICKANG"	On 23rd July.
MANILA	"TAIYUAN"	On 24th July.
KORE	"KASHING"	On 25th July.
SHANGHAI	"SUNGKING"	On 25th July.
CEBU and FLOELLO	"KWEICHOW"	On 25th July.
SWATOW, WEIHAIWEI, CHEFOO and TIENSIN		
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TAIYUAN	"TAIYUAN"	On 11th August.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		
BUTTERFIELD & SWIRE, AGENTS.		
Hongkong, 20th July, 1906.		

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO. S. P. LEAVING TUESDAY, 24th July, 1906.

T. S. CHU at Noon.

MAIDZURU MARU TUESDAY, 24th July, K. Obara at Noon.

AKASHI MARU WEDNESDAY, 25th July, J. A. MURIN at 10 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 19th July, 1906.

T. ARIMA, Manager. [14]

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS ACROSS THE PACIFIC, i.e. THE "EMPEROR LINE," SAVING 3 to 7 DAYS' OCEAN TRAVEL.

12 DAYS YOKOHAMA TO VANCOUVER.

21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration). LEAVE HONGKONG ARRIVE VANCOUVER

TARANTO, WEDNESDAY, 1st Aug., 22nd Aug.

EMPEROR OF INDIA, 4,425 T. K. K. and 1st Sept.

ATHENIAN, 3,882 WEDNESDAY, 22nd Aug., 12th Sept.

EMPEROR OF JAPAN, 6,000 WEDNESDAY, 19th Sept., 29th Sept.

MONTRAGLE, 6,163 WEDNESDAY, 3rd Oct., 27th Oct.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, competing at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £62.

Intermediate on Steamers £40, 1st Class £42.

R.M.S. "MONTBAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Rontos, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

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## PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## FOR COPENHAGEN AND BALTIc PORTS.

SS. "KINA" ... ... ... ... on or about the 15th Aug. from Hongkong.

SS. "SIBIRIEN" ... ... ... ... on or about the 1st Sept. from Hongkong.

FOR SHANGHAI, YOKOHAMA, KOBE AND TONGKU.

SS. "SIBIRIEN" ... ... ... ... on or about the 1st Aug. from Hongkong.

For Further Particulars, apply to MELCHERS &amp; CO., AGENTS.

Hongkong, 23rd July, 1906.

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## POST OFFICE NOTICES.

The *Express* of China, with the French mail of the 22nd June, was to leave Saigon on Friday, the 23rd inst., at 11 a.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 19th May.

The *Express* of China, with the Chinese mail, left Shanghai on Saturday, the 21st inst., at 11 a.m., and may be expected here to-morrow at 9 a.m.

The *Mail*, with the English mail of the 29th June, left Singapore on Friday, the 20th inst., at 5 p.m., and may be expected here on or about Wednesday, the 25th inst., at 9 a.m. This packet brings replies to letters despatched from Hongkong on the 20th May, and the parcel mails closed in London for despatch by the all sea route on the 26th of June, and for despatch overland on the 27th of June.

## MAIL WILL CLOSE:

FOR DATE

Monday, 23rd, 11.00 A.M.

Monday, 23rd, 12.15 P.M.

Monday, 23rd, 3.00 P.M.

Monday, 23rd, 3.00 P.M.

Tuesday, 24th, 9.00 A.M.

Tuesday, 24th, 9.00 A.M.

Wednesday, 25th, 9.00 A.M.